

KERN COUNCIL OF GOVERNMENTS
Congestion Mitigation and Air Quality (CMAQ) Program
PROJECT APPLICATION – Due Thursday, July 17, 2025

*Please note this is a PDF fillable form so responses may be typed. Items 1, 2, 7, and 22 are drop downs. Totals in item 6 will automatically calculate.

- (1) Is the project included in a local agency-adopted resolution supporting the project? YES NO
- (2) Does the proposed project meet basic eligibility requirements? YES NO
- (3) Project background and justification: Explain the project in terms of the existing infrastructure, its impact for service, safety or any other issue that is relevant to the project (attach to application). If the project scope relates to fueling infrastructure please provide a 3-year fleet conversion plan.
- (4) Lead Agency: _____
- (5) Project description [(Location:) + (Limits) + (;) + (Improvement/Activity)]

(6)	Funding Type	PE	R/W	Const.	Total
	Local	\$ _____	\$ _____	\$ _____	\$ _____
	Local	\$ _____	\$ _____	\$ _____	\$ _____
	State	\$ _____	\$ _____	\$ _____	\$ _____
	Federal	\$ _____	\$ _____	\$ _____	\$ _____
	Total	\$ _____	\$ _____	\$ _____	\$ _____

- (7) Programming Year by Phase: PE: _____ R/W: _____ Const: _____
- (8) VMT Reduction (annual miles): _____
- (9) VOC Reduction (kg/day): _____ Additional documentation required. See instructions.
- (10) NOx Reduction (kg/day): _____ Additional documentation required. See instructions.
- (11) PM₁₀ Reduction (kg/day): _____ Additional documentation required. See instructions.
- (12) PM_{2.5} Reduction (Kg/day): _____ Additional documentation required. See instructions.
- (13) CO Reduction (kg/day): _____ Additional documentation required. See instructions.
- (14) Cost-Effectiveness (\$/lb): _____ Additional documentation required. See instructions.
- (15) Livability and Safety: Describe how project provides the six benefits; limit to half page per benefit.
- (16) Hwy Peak Period LOS Before Project (AM/PM average): _____
- (17) Hwy Peak period LOS After Project (AM/PM average): _____
- (18) Bikeway Peak Period LOS Before Project (AM/PM average): _____
- (19) Bikeway Peak period LOS After Project (AM/PM average): _____
- (20) Pedestrian Peak period LOS Before Project (AM/PM average): _____
- (21) Pedestrian Peak period LOS After Project (AM/PM average): _____
- (22) Is the project identified as a RACM/BACM? YES NO

Application completed by: _____	Date Completed: _____
E-mail: _____	Phone Number: _____
Agency: _____	
Address: _____	

Send completed application electronically on a flash drive with transmittal letter on agency letterhead to:

Attn: Ceasar Valle ❖ Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, CA 93301

OR send Digitally via [Dropbox, click here.](#)

KERN COUNCIL OF GOVERNMENTS
Congestion Mitigation and Air Quality (CMAQ) Program – Call for Projects
2025 PROJECT APPLICATION INSTRUCTIONS

1. Resolution requirement – All projects submitted for funding must be included in a local agency-adopted resolution where a commitment is made to fund and implement projects as described in applications. A sample resolution is provided. When submitting multiple CMAQ project applications, all CMAQ projects may be included in one CMAQ resolution. Please include Carbon Reduction Program if applicable.
2. Eligibility requirements – Chapter 5 of the Kern COG Project Delivery Policies and Procedures manual provides information regarding eligible projects funded in the CMAQ program. Please review those eligibility guidelines. Should there be any question about project eligibility, Kern COG staff should be consulted prior to submittal.

Carbon Reduction Strategy - Projects for the Carbon Reduction Program (CRP) funds will be selected following the CMAQ Policy and Procedure. The state developed a Carbon Reduction Strategy with three pillars: 1. Zero-Emission Vehicles & Infrastructure, 2. Active Transportation & Micromobility, and 3. Rail & Transit. Information posted at the Caltrans CRP website <https://dot.ca.gov/programs/esta/carbon-reduction>. All pillars are eligible activities under the CMAQ Policy and Procedure.

3. Project background and justification - A purpose and need statement for the project, no longer than one page. Provide relevant information about the need for the project, recent history, safety issues, air quality benefits or any other information that relates the project to the agency's transportation goals, air quality commitments, etc.
4. Lead agency - The lead agency is the same agency that will be responsible for delivering the project. That agency will require a Master Agreement with Caltrans to participate in the federal-aid reimbursement process.
5. Project description – The project description should provide information related to the limits and length, intersection location, transit vehicle description in terms of passenger size and fuel/engine type, replacement stock or new service, and route/corridor service information. Example: (Location:) + (Limits) + (;) + (Improvement/Activity)
6. Funding information – Funding type refers to revenue source description such as: general fund, impact fee, Transportation Development Act (TDA), etc. The funding chart is broken into local, state, and federal funding rows, by phase: PE is preliminary engineering; R/W is rights-of-way; and Const is construction. Transit projects may use the const. phase to indicate their amounts for capital costs. The Local match requirement for CMAQ/CRP funding is 11.47%. This is the minimum amount of local match required for a CMAQ/CRP project. Should your agency choose to increase the local match percentage in the proposed project, indicate that in the table as well. Federal-aid funding may be matched with local and state funds.
7. Programming year – Projects will be programmed either in federal fiscal year 26/27 or **27/28**. The federal fiscal year begins October 1 each year and ends on September 30th of the following year. It is imperative that a project be initiated and obligated during the year in which it is programmed. For more information, please see Chapter 2 Implementation Procedures Overview of the Kern COG Project Delivery Policies and Procedures available at www.kerncog.org/call-for-projects/.

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8. Through 21.

VMT REDUCTION and EMISSIONS BENEFIT CALCULATIONS:

Use the “Methods to Find the Cost Effectiveness of Funding Air Quality Projects” document from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, or “Automated Cost-effectiveness Calculation Tool” (Microsoft Access), available at <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>, or the updated version. Kern COG staff shall be consulted prior to the application deadline to determine if an alternative analysis program or formula should be used outside the Air Resources Board air quality emission calculation tools. Otherwise all applications are expected to use the appropriate ARB calculator / formulas.

- The project scope should be described in terms of current conditions and conditions after the project is completed. This information should then support the technical assumptions for the project.
- Technical assumptions about the project should be provided in detail and include quantity and metrics for use in the emissions calculations. Information should be provided for the “before” scenario and “after” scenario.
- The emissions calculation formula used should be written out to facilitate verification and accuracy.
- References to emissions tables used should be provided as necessary to facilitate verification and accuracy.

14. **COST BENEFIT CALCULATION** - Should there be an issue with finding an appropriate calculator for emissions benefits calculations or the cost benefit calculator, Kern COG staff should be consulted prior to the application deadline to allow for appropriate assistance to member agency staff. Kern COG staff should be able to verify output, the formula used and data used in order for the application to be ranked.

15. **LIVABILITY AND SAFETY** - Describe whether and how the project provides the six listed livability or safety benefits; provide no more than a half page response for each benefit. The four Livability benefits are: (1) Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers; (2) Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets; (3) Will improve travel between residential areas and commercial centers and jobs; (4) Will improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups. The two Safety benefits are: (5) Is the existing Accident Rate higher than the average rate for a similar facility, and does the project reduce the Accident Rate to the average rate or lower? Yes or No and if yes, provide rates and supporting documentation; and (6) Is the existing Fatality Rate higher than the average rate for a similar facility, and does the project reduce the Fatality Rate to the average rate or lower? Yes or No and if yes, provide rates and supporting documentation.

16. through 21. – Provide peak period Level of Service (LOS) for intersection(s) and/or road segments within the project limits for existing conditions (Before LOS) and estimated LOS after project completion (After LOS). If applicable, provide Bikeway and/or Pedestrian LOS. If LOS varies within the project limits, provide a weighted average. LOS should be calculated using methods consistent with the Highway Capacity Manual.

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22. Is the project identified as a RACM/BACM? Please contact Kern COG staff to determine if the proposed project is a Reasonably Available Control Measure (RACM) or a Best Available Control Measure (BACM).
23. In order to be eligible to receive points, application criteria must be complete. If criteria do not apply, state N/A. The Kern COG CMAQ Policy requires that calculations be consistently used for all applications. To assure this consistency, additional documentation is required to allow for verification of the methodology, data and output.
24. Send completed application electronically on a flash drive with transmittal letter on agency letterhead to:
Attn: Ceasar Valle, Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, CA 93301
OR send digitally via [Dropbox, click here](#).

If there are any questions about information in the application or these instructions, please contact:

Raquel Pacheco at 661-635-2907 or rpacheco@kerncog.org

Cesar Valle at 661-635-2917 or cvalle@kerncog.org

KERN COUNCIL OF GOVERNMENTS
Congestion Mitigation and Air Quality (CMAQ) Program
PROJECT #2 FY2027-2028

Item #3 - PROJECT BACKGROUND AND JUSTIFICATION

Category: Category 4 - Discretionary Projects

Project Name/Location: Shoulder Improvements: Pave Unpaved Shoulders of County Line Road between Girard Street and Driver Road.

Priority : 1

Program Year: 2027-2028

Local Agency: City of Delano

MPO: Kern Council of Governments

Project Description: Shoulder Improvements on County Line Road – The project will provide funding for the City of Delano to pave shoulders of County Line Road mainly on the north side of the road between Girard Street and Driver Road to reduce the generation of PM10 or mitigate dust. It serves as a direct route to and from the Federal and State Prison area in the west side of town and a direct route to SR-99 to go in and out of town from Delano. The total length of the project is 2.45 centerline miles.

This project consists, in general, of paving the shoulders of County Line Road between Girard Street and Driver Road, mostly on the north side of the road and including a southern portion of County Line Road between San Felice St and Driver Road. This portion of County Line Road has an average daily traffic of 4,836 VPD.

This project will help alleviate the PM-10 problem in the area. As vehicles travel on paved roads adjacent to unpaved shoulders, they kick up the dust in the shoulder area. Paving the shoulders of County Line Road will move traffic farther away from the unpaved area thereby eliminating dust that was kicking up in the air.

This project will also increase safety on the roadway. Paving the shoulders will give the added benefit of offering motorists a paved surface to more safely elude a potential accident situation by maintaining better control of their vehicle. Paved shoulders also offer an additional correction area for inattentive drivers thus reducing run off road type accidents. Although paving shoulders does not reduce vehicle trips, reduce congestion or resolve system preservation issues, it offers many benefits to the traveling public.



County Line Road Between Randolph Street and Girard Street (West Bound)



County Line Road Between Browning Road and Randolph St (West Bound)

PROJECT #2: Item #15 – LIVABILITY and SAFETY

1. Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers?

Yes, the addition of shoulders to this road will enhance user mobility. Paving the shoulders will give the added benefit of offering motorists a paved surface to more safely elude a potential accident situation by maintaining better control of their vehicle. Paved shoulders also offer an additional correction area for inattentive drivers thus reducing run-off road type accidents. Per TIMS, there have been 25 accidents on this stretch of roadway in the last 10 years.

2. Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets?

Yes, this project will improve accessibility and transportation services to accommodate cyclists going to multiple points of interest in the surrounding area. Paving the shoulders will give added benefit to bikers and non-drivers by connecting multiple points of interest to residential areas near County Line Road.

3. Will improve travel between residential areas and commercial centers and jobs?

Yes, this project will improve travel between residential areas and commercial centers and jobs. Residents around the area use County Line Road to go to work at the Federal and State prisons located on the west side of the city. Residents also use this road to go shopping at the commercial centers in town and travel on the SR-99 freeway to go in and out of town for work.

4. Will improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups?

Yes, this project will improve accessibility and transportation services for economically disadvantaged populations and non-drivers by widening inadequate shoulders. This project will accommodate cyclists and pedestrians going to multiple points of interest in the surrounding area making goods and services more readily available to these groups. The project location is in Census Tract 6029004604, which is in the 93rd percentile for overall CalEnviroScreen 4.0 scores and the 78th percentile for poverty burden scores.

5. Is the existing Accident Rate higher than the average rate for a similar facility, and does the project reduce the Accident Rate to the average rate or lower?

No.

6. Is the existing Fatality Rate higher than the average rate for a similar facility, and does the project reduce the Fatality Rate to the average rate or lower?

No.

Project Description

Shoulder Improvements on Hiatt Avenue - Pave Unpaved Shoulders of County Line Road between Girard Street and Driver Road

Inputs to Calculate Cost-Effectiveness:

Total Project Cost	573,641	
CMAQ Dollars	507,844	
Effectiveness Period (Life):	20 yrs	
Days of Use/year (D):	365 days	
Length (L) of Curb and Gutter:	2.45 mile	Centerline miles
Annual Average Daily Traffic (ADT):	4836 vpd	

Emissions Factors (g/vehicle mile from the SJV Amended 2003 PM-10 Plan & SJV Air District):

	Before Emission Factor	After Emission Factor	
PM10 Factor	907.18	4.54	← 1.58 for paved local roads 4.54 for rural local roads

Annual Emission Reductions (PM10 in pounds/year)

Daily PM10 Reductions (kg/day)	=	24.47	
Annual Emission Reductions (lbs/yr)	=	19653.3	5.92

Capital Recovery Factor (CRF)

$$= \frac{(1+i)^n \times i}{(1+i)^n - 1} \quad \text{where } i = \text{Discount Rate (3\%)} \text{ and } n = \text{Project Life (20 years)}$$

So, the capital recovery factor = 0.07

Cost - Effectiveness of Funding Dollars

$$= (\text{CRF} \times \text{Funding}) / (\text{Annual PM10 Reductions})$$

$$= 1.8088$$

Thus,

$$\text{Calculated Cost - Effectiveness} = 1.81$$